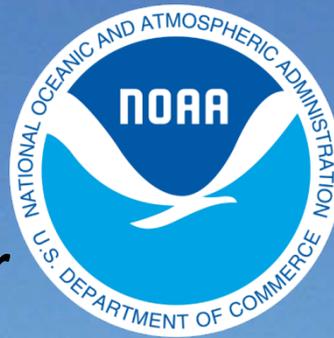


BookletChart™

Passamaquoddy Bay and St. Croix River

NOAA Chart 13398

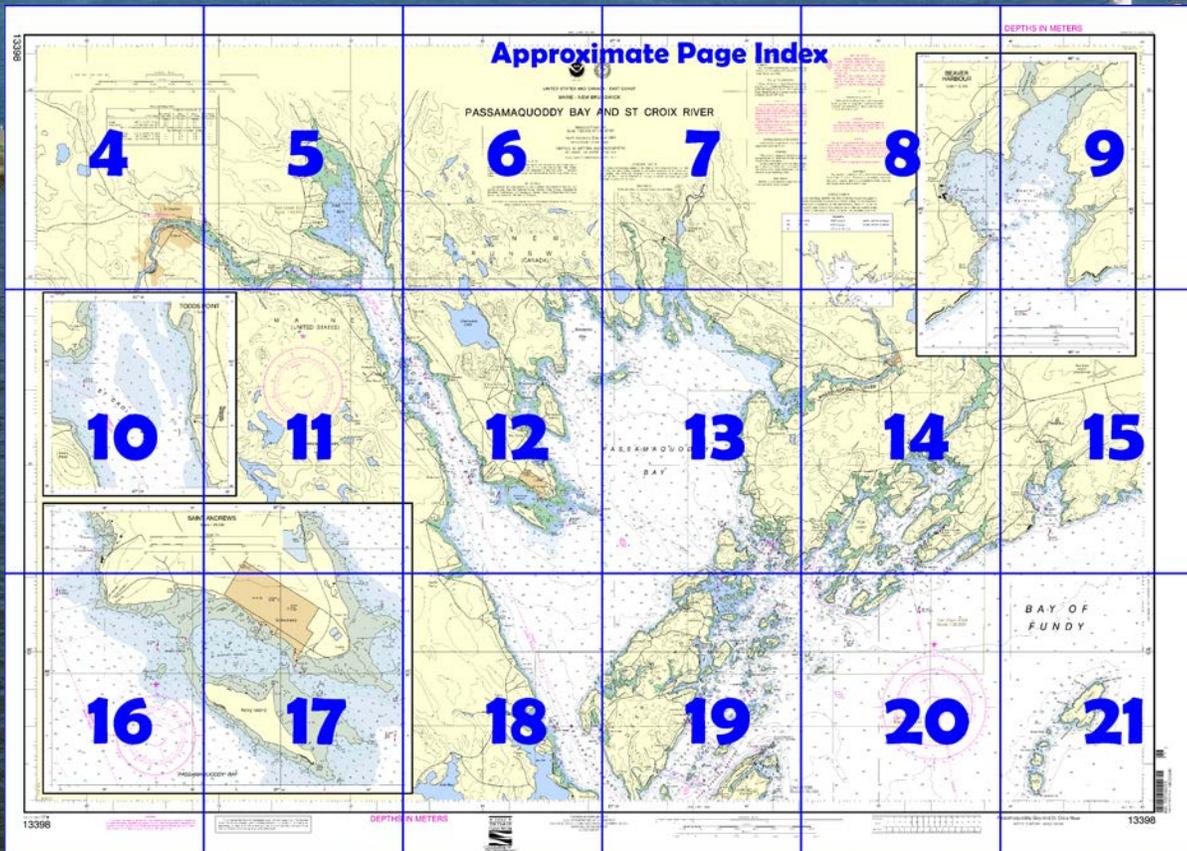


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

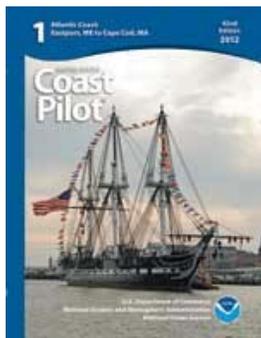
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13398>.



(Selected Excerpts from Coast Pilot)

The approaches to St. Croix River include Quoddy Narrows, Lubec Channel, Friar Roads, Head Harbour Passage, Western Passage, and Passamaquoddy Bay. The principal entrance is around the northern end of Campobello Island through Head Harbour Passage. This passage is deep and generally clear of dangers. The channel through Lubec Narrows is also used, especially at high water. The tidal currents are strong in both passages.

West Quoddy Head, the easternmost point of the United States, is bold and wooded. **West Quoddy Head Light** (44°48'54"N., 66°57'02"W.), 83 feet above the water, is shown from a 49-foot red and white horizontally

banded tower on the eastern edge of the headland. A sound signal is at the light. The abandoned Coast Guard lookout tower near the summit of the ridge westward of the light is the most conspicuous landmark in the approach to Quoddy Narrows from seaward.

Between West Quoddy Head and Calais, fluorescent red pyramidal markers define straight line segments and turning points of the United States-Canada boundary.

Quoddy Narrows (Quoddy Roads), between West Quoddy Head and Canada's Campobello Island, is the usual anchorage for vessels seeking shelter or waiting for a favorable tide to pass through Lubec Narrows. The entrance, between West Quoddy Head and The Boring Stone, is about 0.8 mile wide and has a depth of 28 feet near the middle. Winds from east to south generate rough seas in the entrance.

The anchorage affords shelter from northerly and westerly winds in depths of 12 to 25 feet, but is open to winds from the east and south, and protection from northeast gales is reported poor. The northern and western parts of Quoddy Narrows between West Quoddy Head and Lubec are full of shoals which partly uncover.

Sail Rock and **Little Sail Rock** are two bare rocks on a ledge about 0.2 mile southeastward of West Quoddy Head Light. The ledge extends more than 100 yards east of the two rocks. As swirls form just southward and eastward of Sail Rock during the strength of the tidal current, the rock should be given a good berth. A lighted whistle buoy is about 0.4 mile southeastward of Sail Rock, about in line with the rock and West Quoddy Head Light. A fairway bell buoy, about 0.5 mile north-northeastward of the light, marks the entrance to Quoddy Narrows and the approach to Lubec Channel.

Round Rock, which uncovers, and **The Boring Stone**, 5 feet high and bare, are 500 yards southwest of **Liberty Point**, a bold headland, which is the southern extremity of Campobello Island. Vessels should pass at least 300 yards off the southernmost rock. An islet about 200 yards off Liberty Point is conspicuous, as is **Ragged Point** about 0.4 mile northeastward of it.

Wormell Ledges, which partly uncover, are about 400 yards northward of West Quoddy Head, and are marked at their northern end by a buoy.

Middle Ground, covered 4 feet, is a shoal in the middle of Quoddy Narrows, 0.7 mile north-northwest of West Quoddy Head, and is marked on its southwestern side by a buoy.

Lubec Channel and **Lubec Narrows**, between Quoddy Narrows and Friar Roads, have been improved by dredging. In 2002, the controlling depth was 9 feet (11.7 feet at midchannel). The channel is marked by a light and buoys. At spring tides the low water may be 3 or 4 feet below the average. Lubec Narrows has strong tidal currents and eddies. It is not advisable to use this passage without local knowledge.

Shoals bare on both sides of Lubec Narrows at low water. A breakwater extends from **Short Point** on the west side of the channel about 300 yards northward of **Mowry Point**, on the southwest side of the narrows. The **Franklin D. Roosevelt Memorial Highway Bridge** crosses the narrows from Lubec to Campobello Island at a point about 400 yards southward of the abandoned lighthouse on **Mulholland Point**. Another breakwater extends from the shore to **Gun Rock** and 75 yards eastward of the rock on the west side of the channel at the north end of the narrows. This breakwater is marked by a white pyramid midway of its length. The breakwater covers at extreme high water. A ledge extending about 150 yards north-northeasterly from Gun Rock has 7 feet over it and is marked on its north end by a buoy.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Table of Selected Chart Notes

Corrected through NM Nov. 17/12
Corrected through LNM Nov. 6/12

NOTE B
Aids not charted in channel. See Canadian Notices.

For Symbols and Abbreviations see Chart No. 1

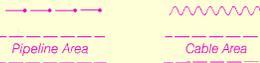
TIDE TABLES
U.S. TIDE TABLES should be used in UNITED STATES WATERS and CANADIAN TIDE TABLES in CANADIAN WATERS.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details, see U.S. Coast Guard Light List.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

FISH TRAPS
Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

NOTE C
Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency situations.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE D
FIRING PRACTICE AND EXERCISE AREAS
Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.

BAY OF FUNDY VESSEL TRAFFIC SERVICES

Traffic Services calling-in point with number; arrow indicates direction of vessel movement.
The international boundary is the outer limit of Canada's Bay of Fundy Vessel Traffic Services zone. Vessels must report on entering or leaving the zone.
For additional information concerning these services see the Canadian publication *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic), Part 3*.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

Mercator Projection
Scale 1:50,000 at Lat. 45°05'
North American Datum of 1983
(World Geodetic System 1984)
DEPTHS IN METERS AND DECIMETERS
AT MEAN LOWER LOW WATER IN U.S. WATERS AND
AT LOWEST NORMAL TIDE IN CANADIAN WATERS

DEPTHS
Depths in U.S. waters are referred to Mean Lower Low Water Datum; depths in Canadian waters are referred to Lowest Normal Tide. The difference in datums means that depths in Canadian waters will appear shallower by approximately 1 meter than in U.S. waters. Refer to the tides and Currents Tables of the appropriate country when crossing the International Border Line.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: 

AUTHORITIES
Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey, International Boundary Commission, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.

HEIGHTS
In U.S. waters, elevations of rocks, lights and landmarks and clearances of bridges and overhead cables are given in meters and refer to Mean High Water, while contour and summit elevations are referenced to Mean Sea Level. In Canadian waters all elevations and clearances are referenced to Higher High Water Large Tides.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.274" northward and 2.044" eastward to agree with this chart.

TIDAL INFORMATION

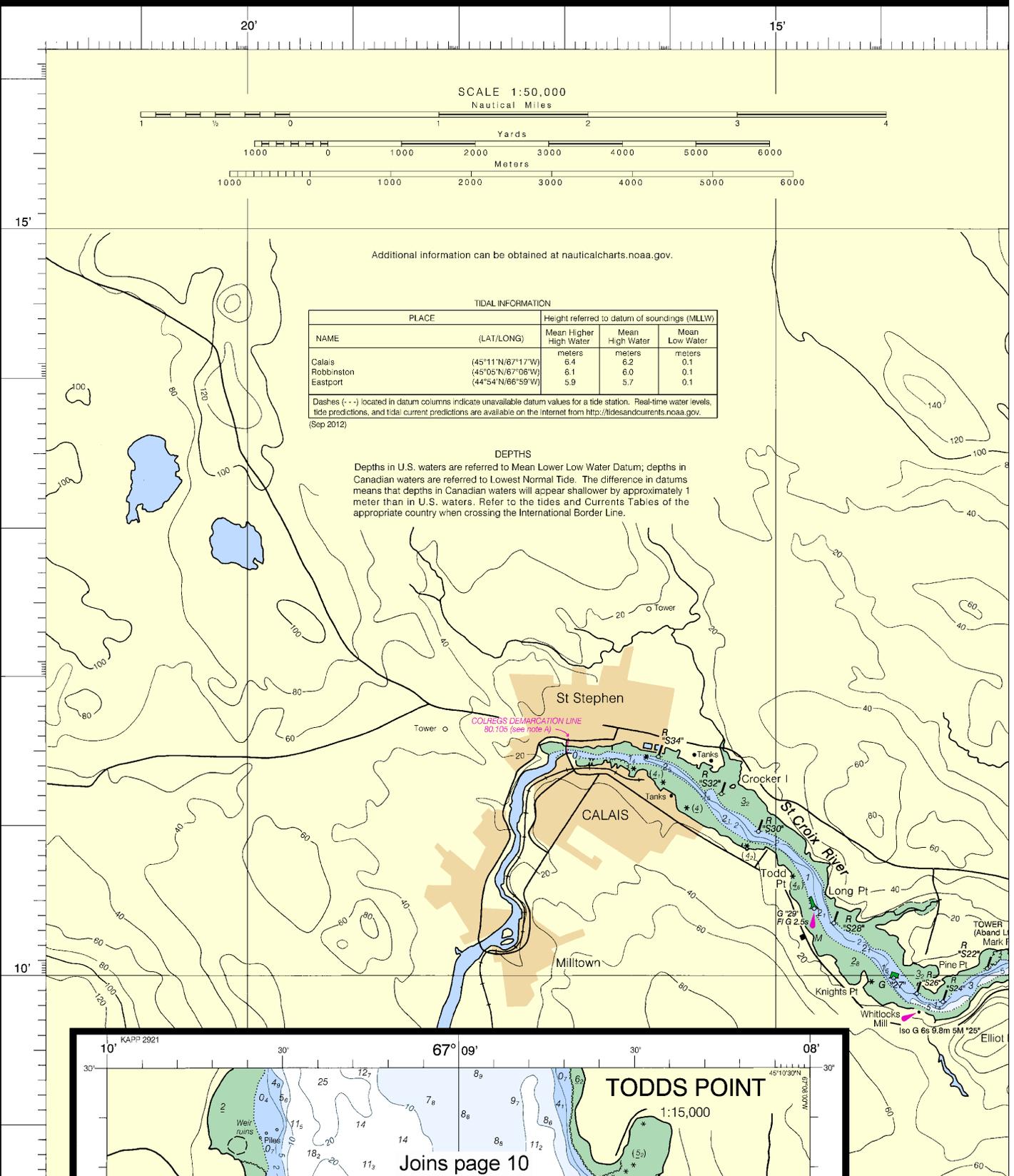
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		meters	meters	meters
Calais	(45°11'N/67°17'W)	6.4	6.2	0.1
Robbinston	(45°05'N/67°06'W)	6.1	6.0	0.1
Eastport	(44°54'N/66°59'W)	5.9	5.7	0.1

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Sep 2012)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

13398



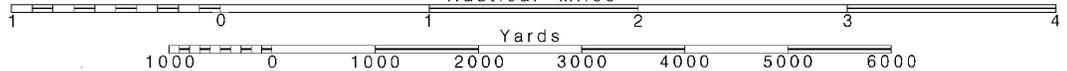
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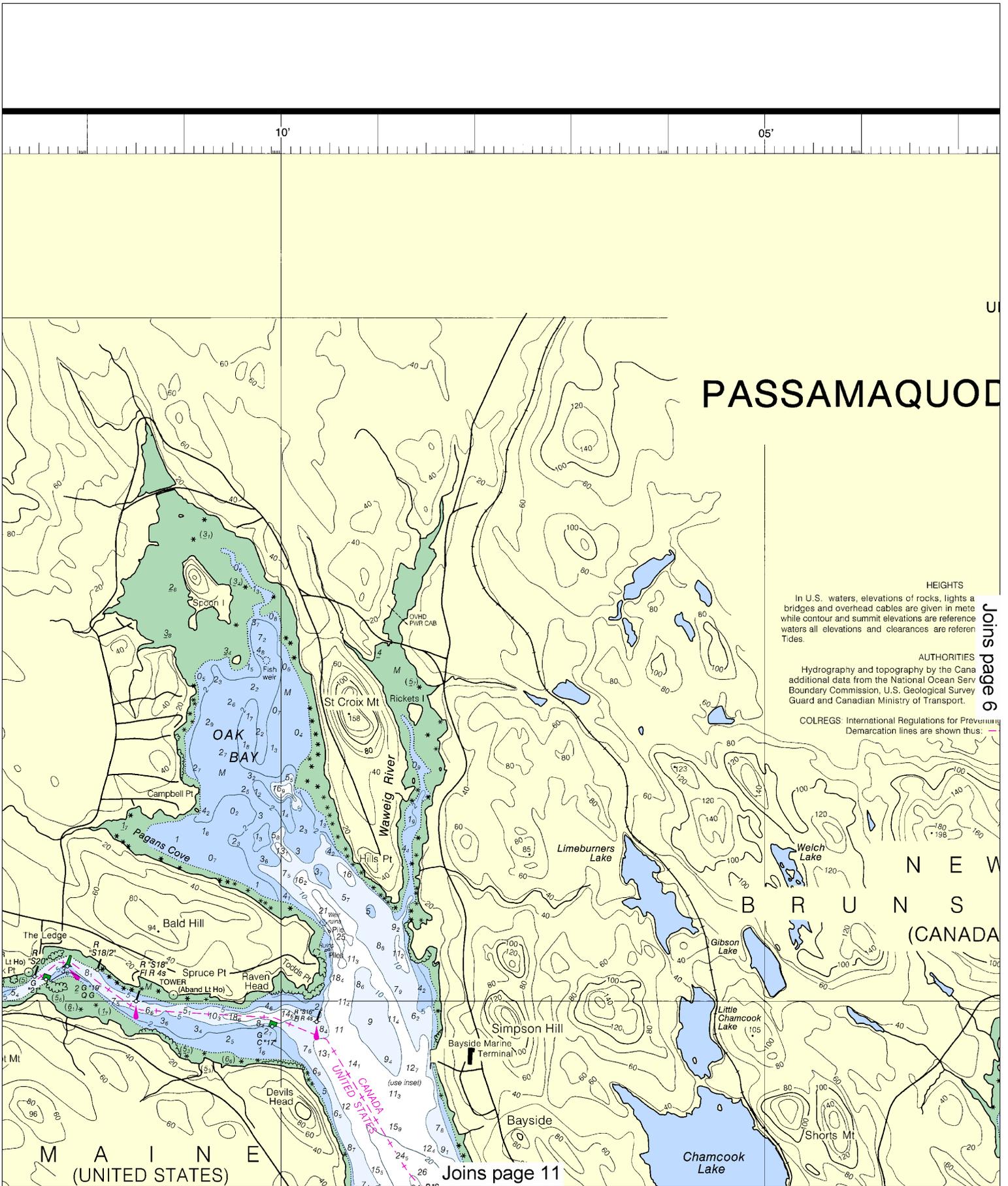
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





PASSAMAQUODDY BAY

HEIGHTS
 In U.S. waters, elevations of rocks, lights a bridges and overhead cables are given in mete while contour and summit elevations are reference waters all elevations and clearances are referen Tides.

AUTHORITIES
 Hydrography and topography by the Cana additional data from the National Ocean Serv Boundary Commission, U.S. Geological Survey Guard and Canadian Ministry of Transport.

COLREGS International Regulations for Preventing Demarcation lines are shown thus:

Joins page 6

NEW BRUNSWICK (CANADA)

MAINE (UNITED STATES)

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



UNITED STATES AND CANADA
MAINE - NEW BRUNSWICK

PASSAMAQUODDY BAY AREA

Mercator Projection
Scale 1:50,000 at Lat.

North American Datum
(World Geodetic System 1984)

DEPTHS IN METERS AND FEET
AT MEAN LOWER LOW WATER IN U.S. WATERS
AT LOWEST NORMAL TIDE IN CANADIAN WATERS

For Symbols and Abbreviations see

HEIGHTS

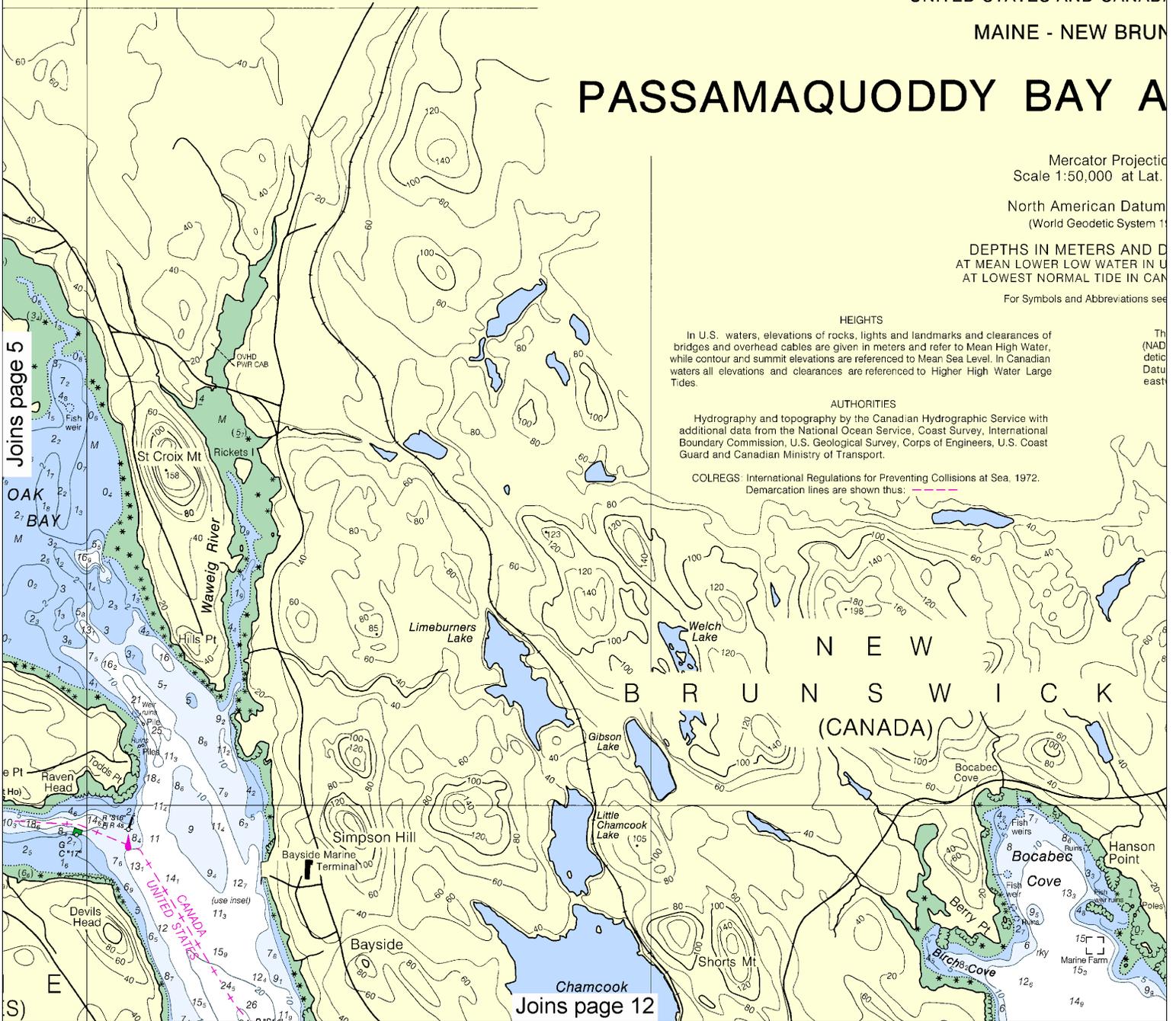
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AUTHORITIES

Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey, International Boundary Commission, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

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Joins page 5

Joins page 12

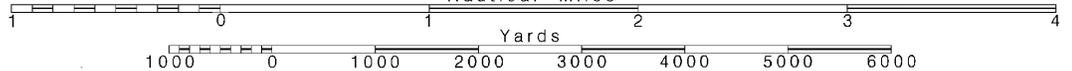
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



67°

55'



NOVA SCOTIA - EAST COAST
NEW BRUNSWICK

BOCABEC AND ST CROIX RIVER

Position
45°05'

Chart of 1983
(1984)

Scale in
DECIMETERS
U.S. WATERS AND
CANADIAN WATERS

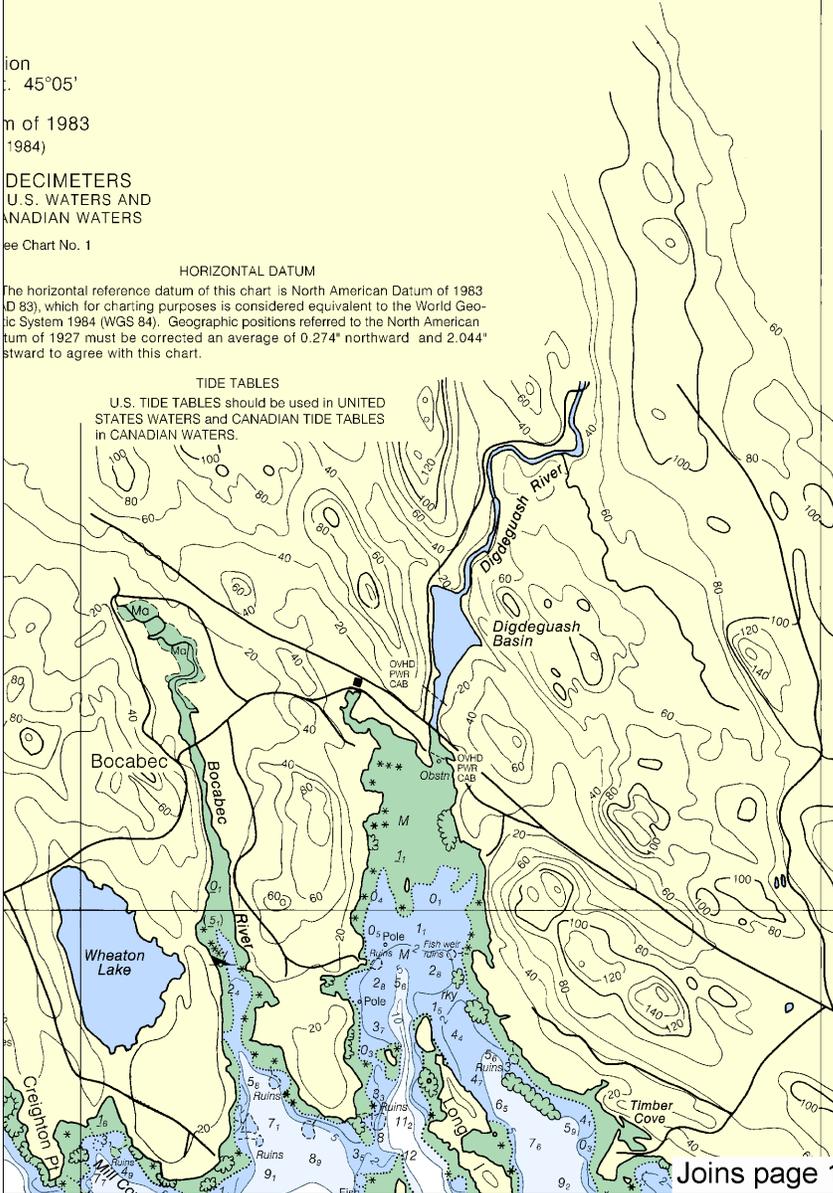
See Chart No. 1

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AIDS TO NAVIGATION
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POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE C
Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency situations.

NOTE D
FIRING PRACTICE AND EXERCISE AREAS
Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 and Canadian Sailing Directions, Nova Scotia (SE Coast) and Bay of Fundy, for important supplemental information.

CAUTION
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FISH TRAPS
Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

BAY OF FUNDY VESSEL TRAFFIC SERVICE
Traffic Services calling-in point with arrow indicates direction of vessel movement.
The international boundary is the 45°05' parallel in the Bay of Fundy Vessel Traffic Zone. Vessels must report on entering the zone.
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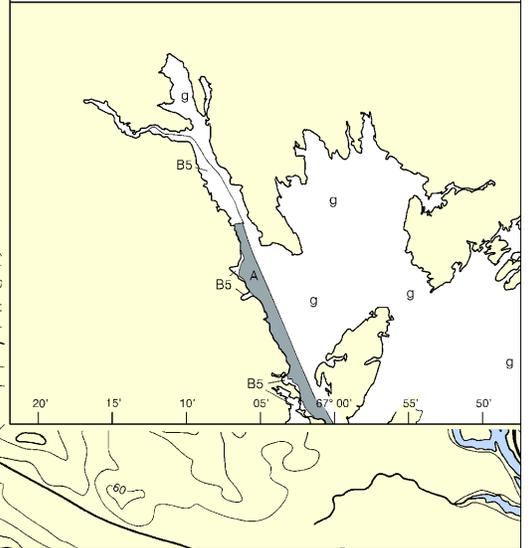
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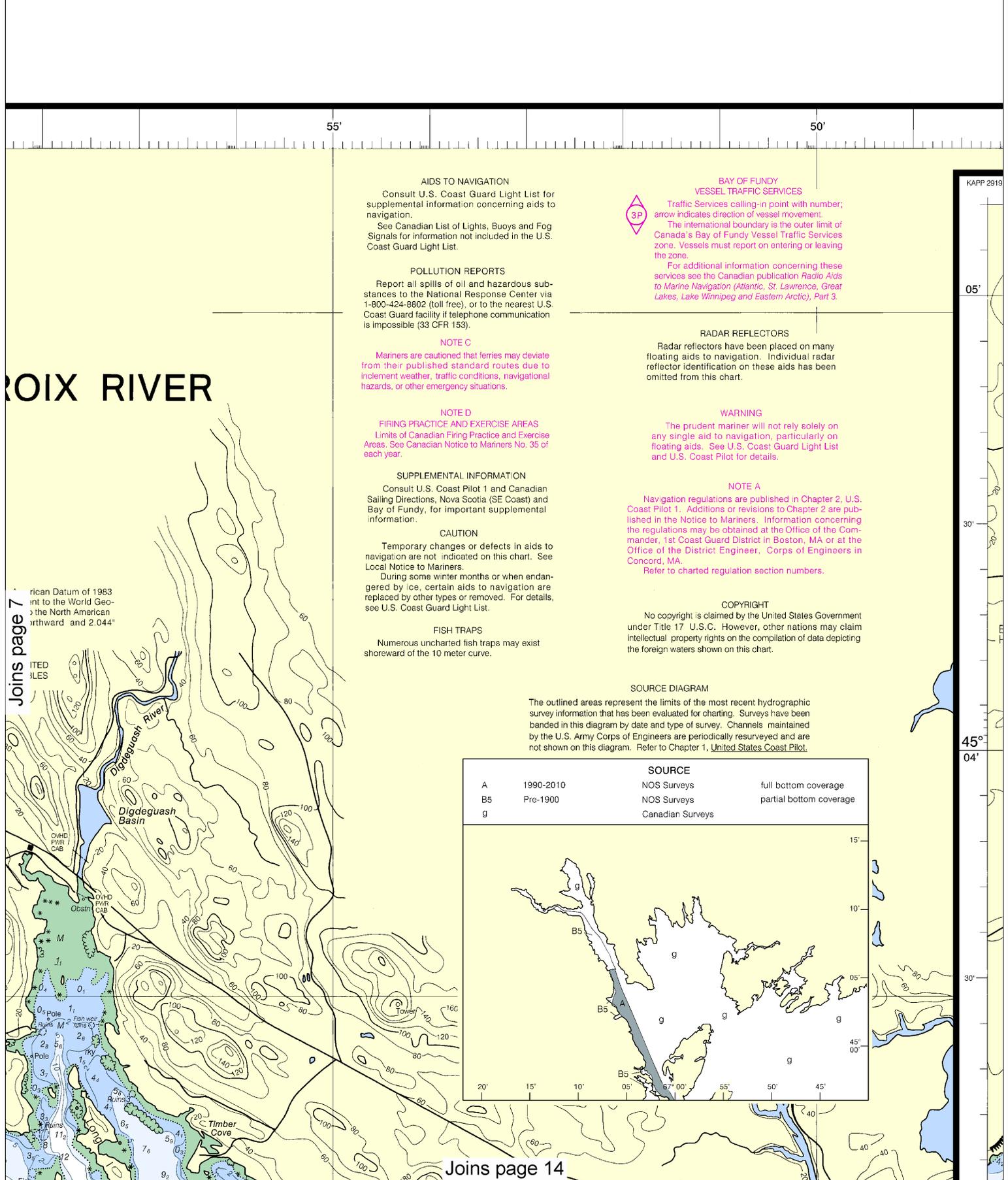
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		SOURCE	
A	1990-2010	NOS Surveys	full bottom
B5	Pre-1900	NOS Surveys	partial bottom
g		Canadian Surveys	



Joins page 13

Joins page 8



ROIX RIVER

Joins page 7

Joins page 14

55' 50'

KAPP 2919
05'
30'
45'
04'

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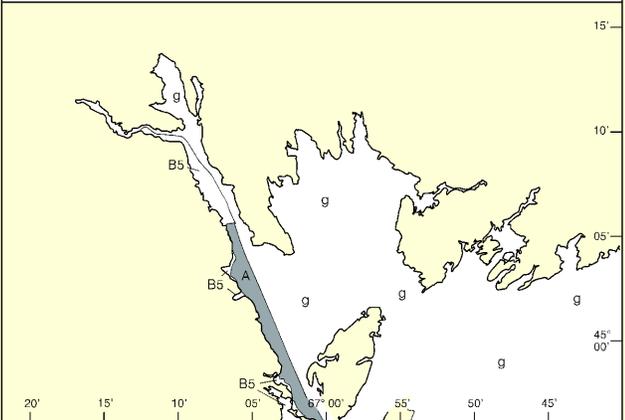
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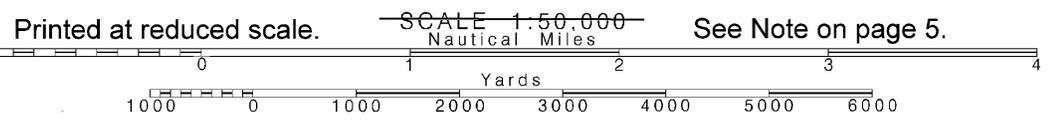
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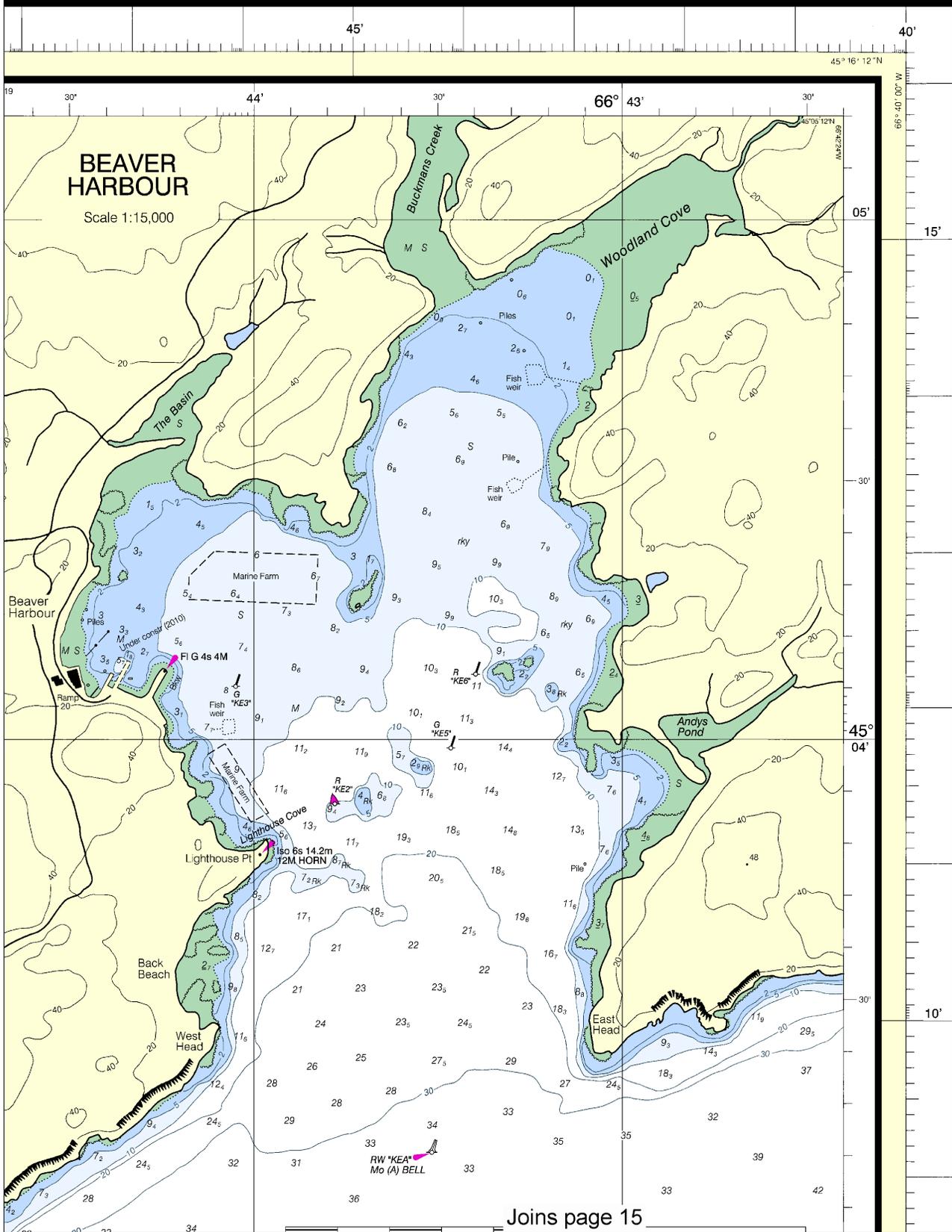
SOURCE		
A	1990-2010	NOS Surveys full bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage
g		Canadian Surveys

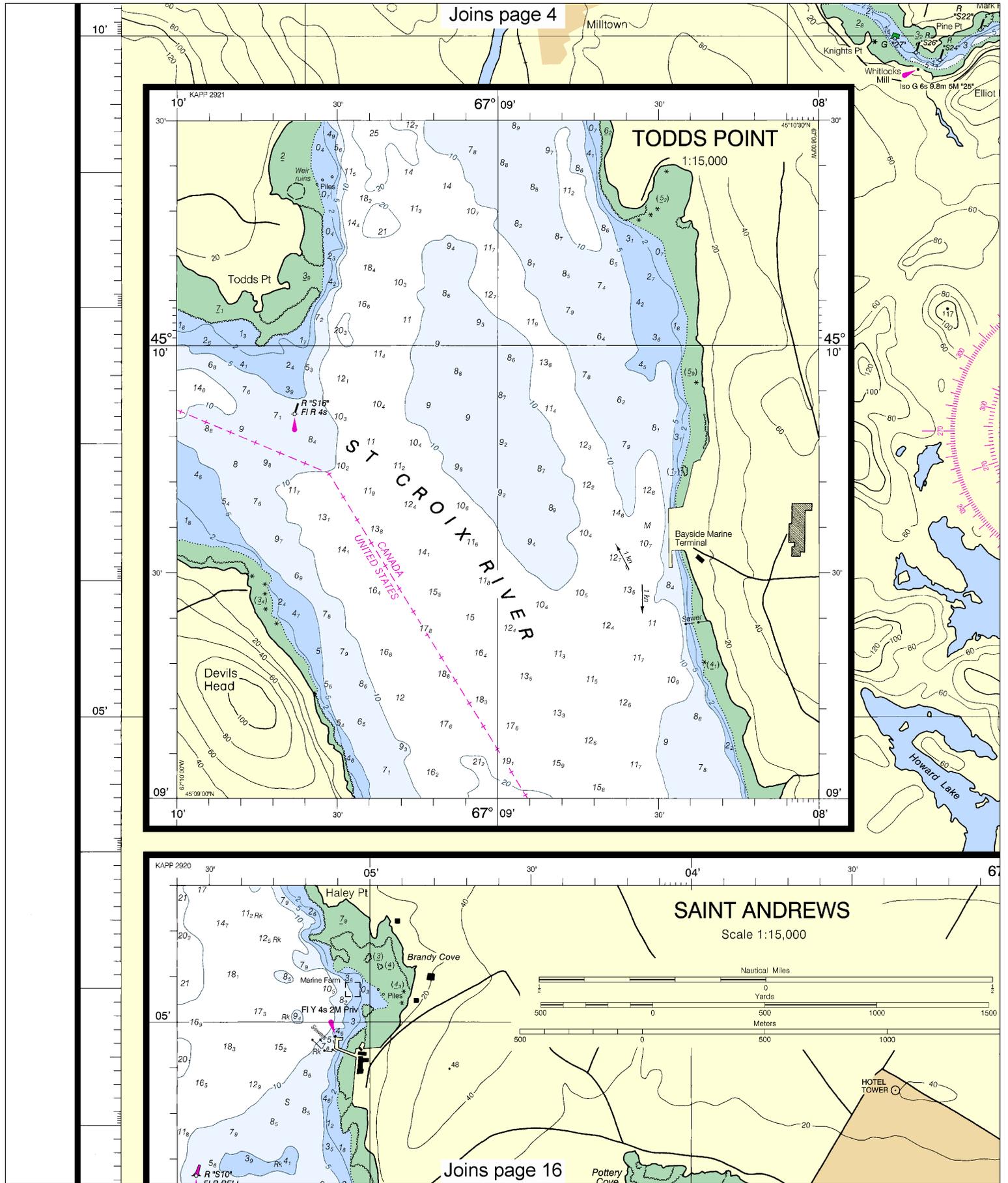


Note: Chart grid lines are aligned with true north.



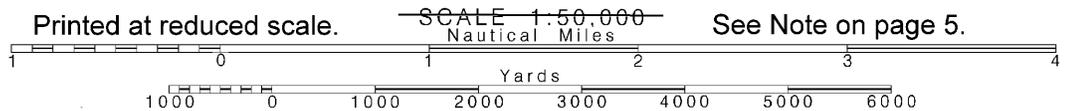
DEPTHS IN METERS



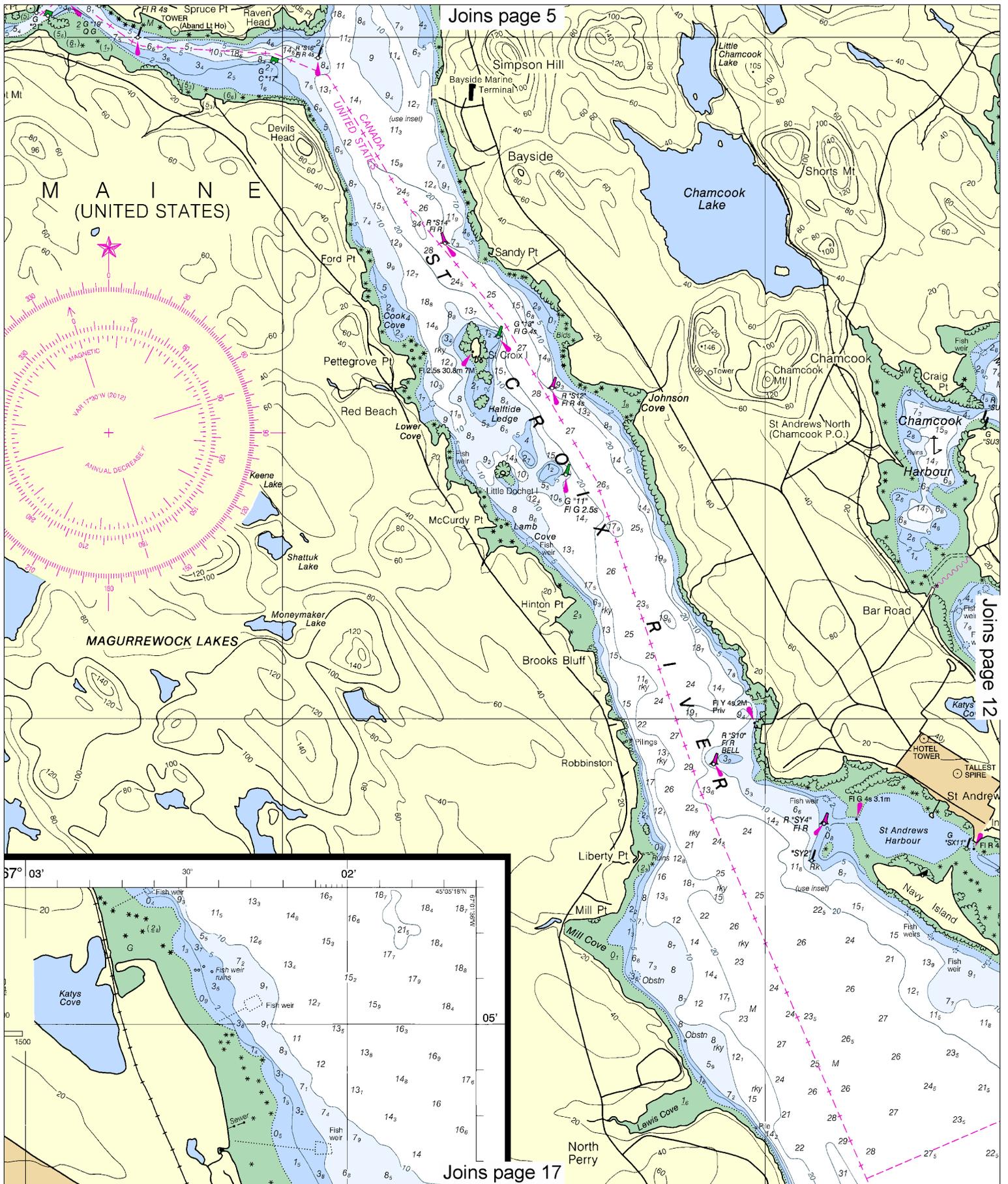


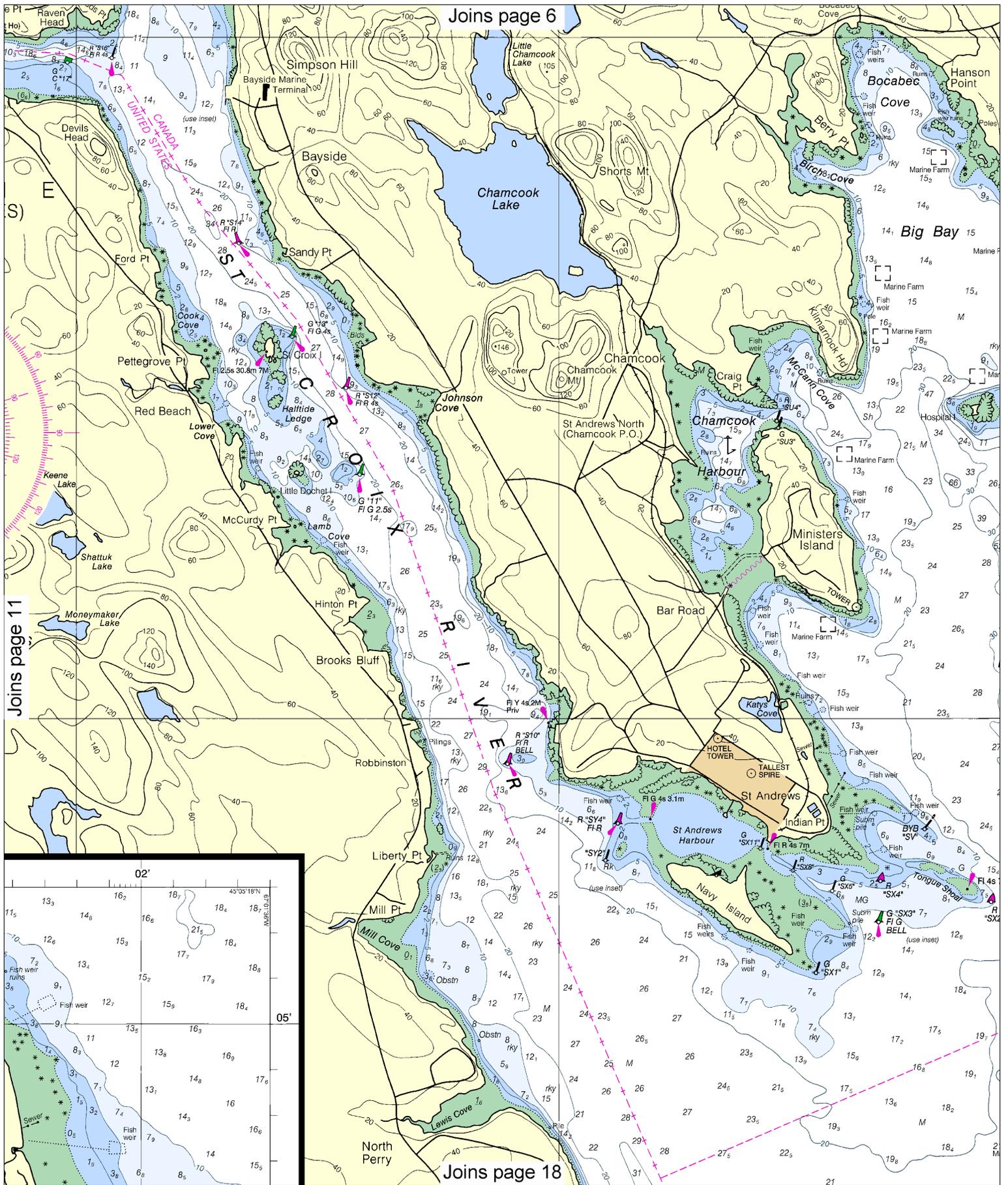
10

Note: Chart grid lines are aligned with true north.



See Note on page 5.





Joins page 6

Joins page 11

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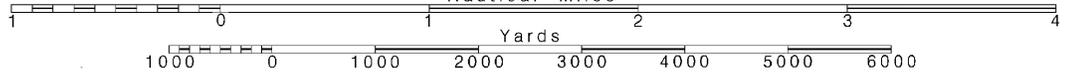
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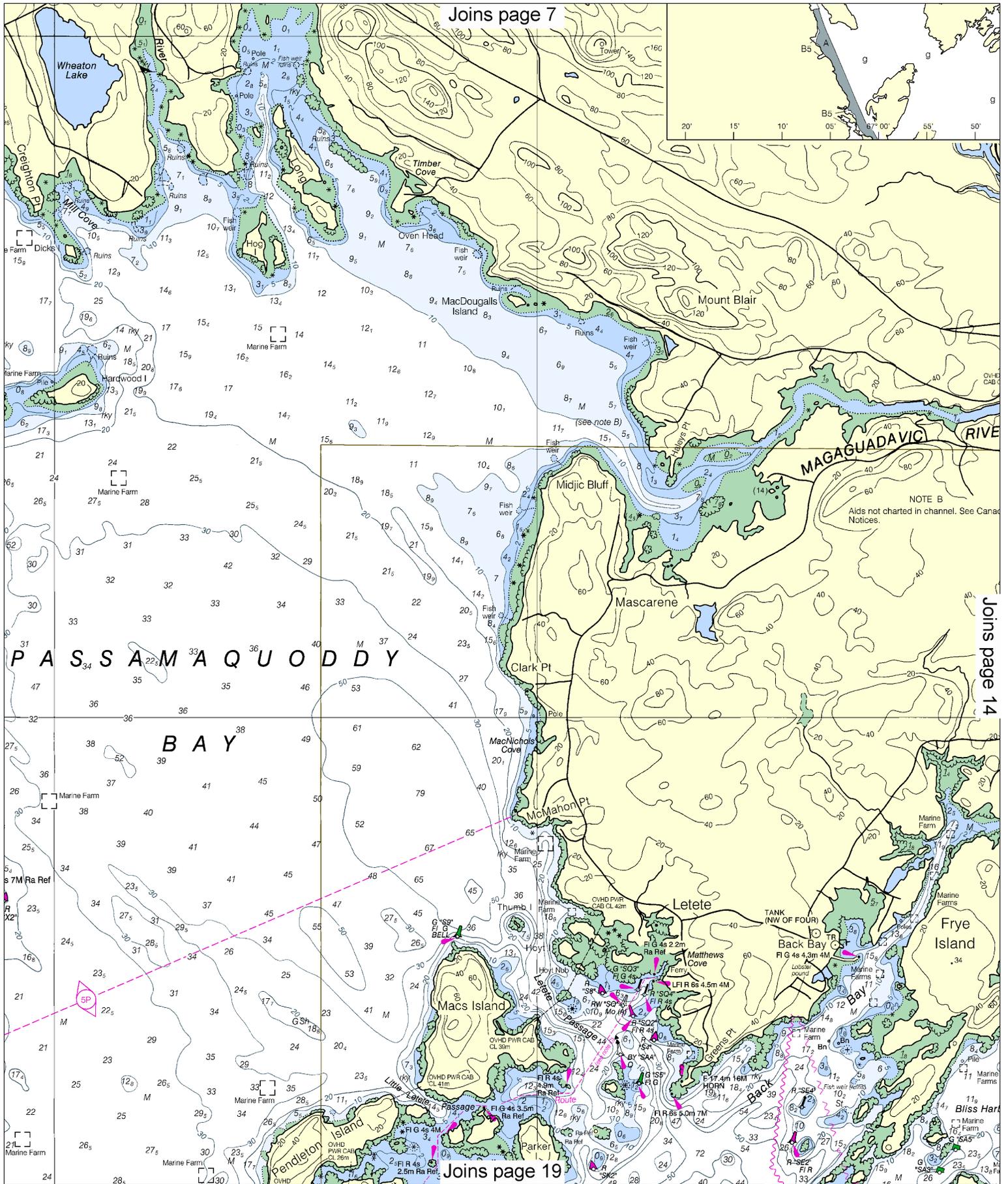
Note: Chart grid lines are aligned with true north.

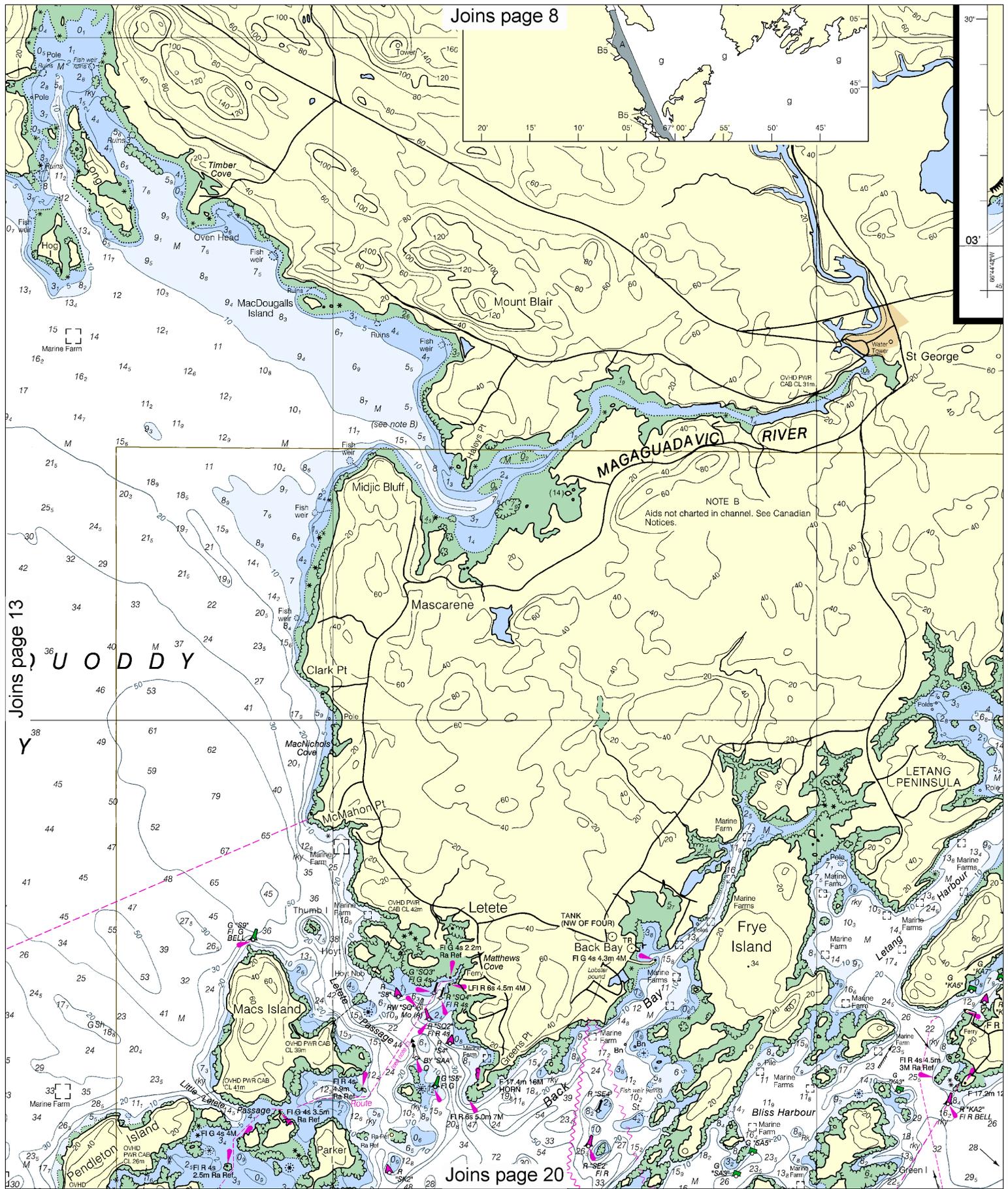
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.







Joins page 8

Joins page 13

Joins page 20

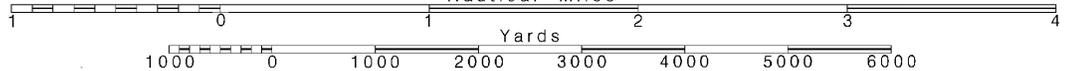
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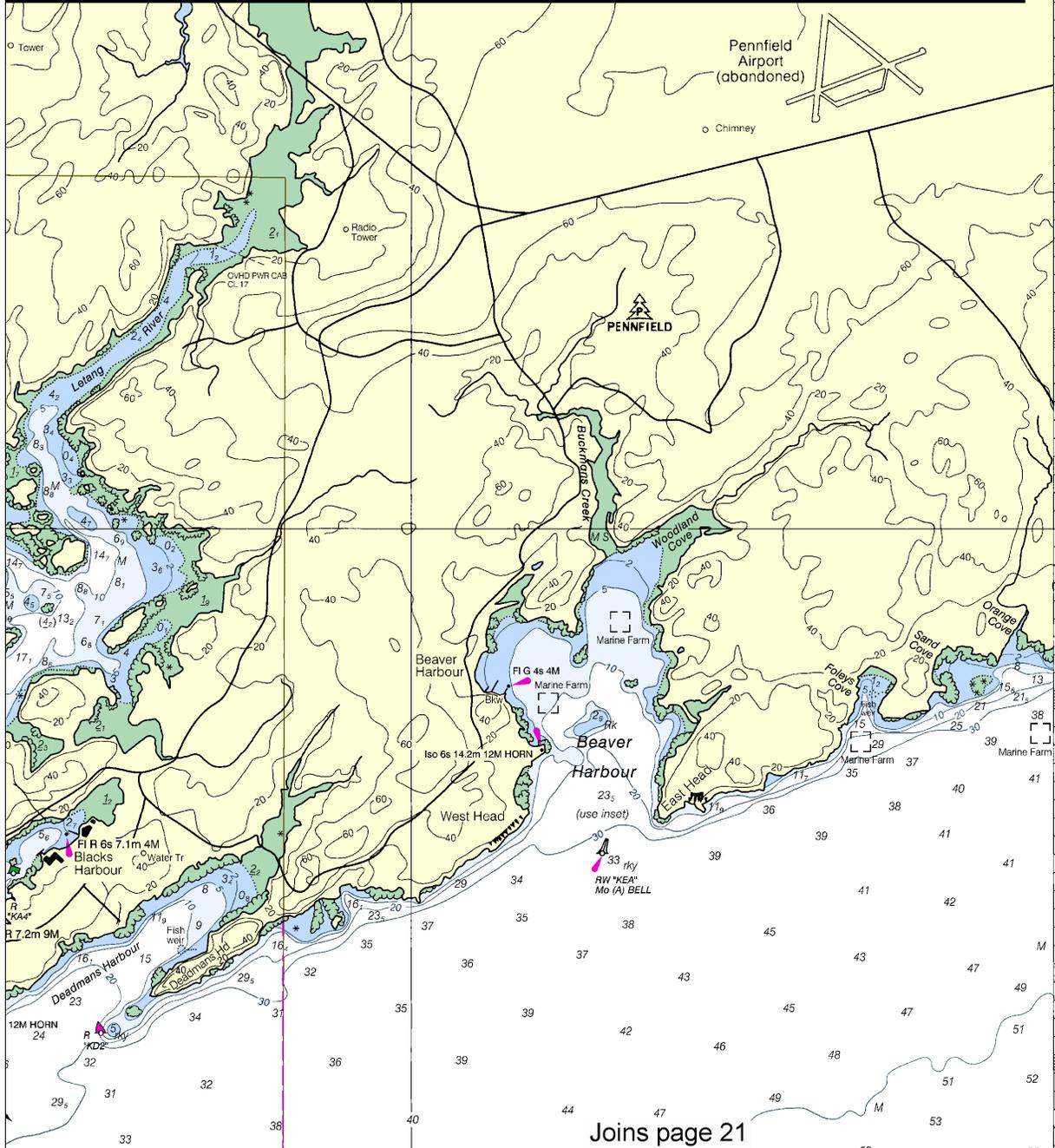
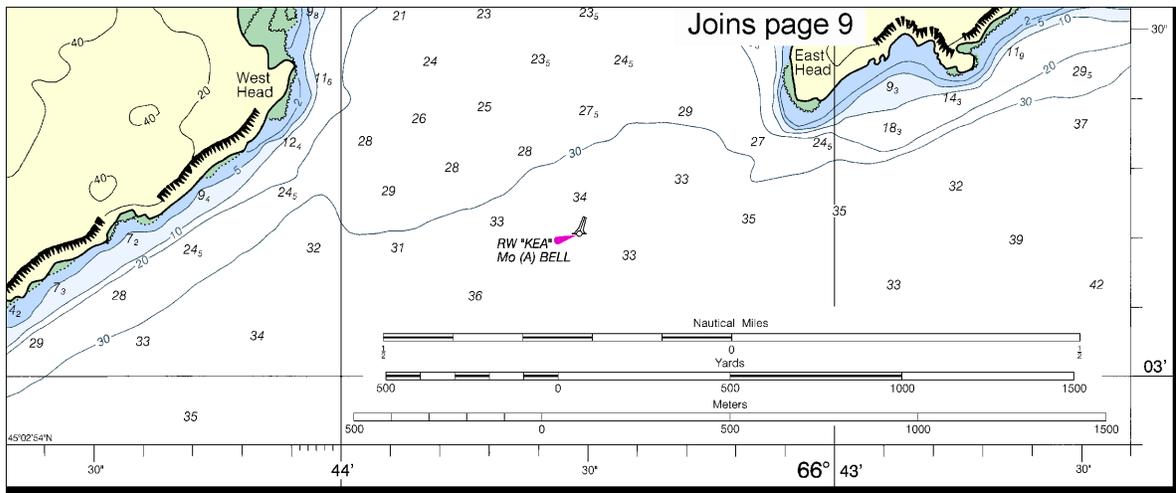
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

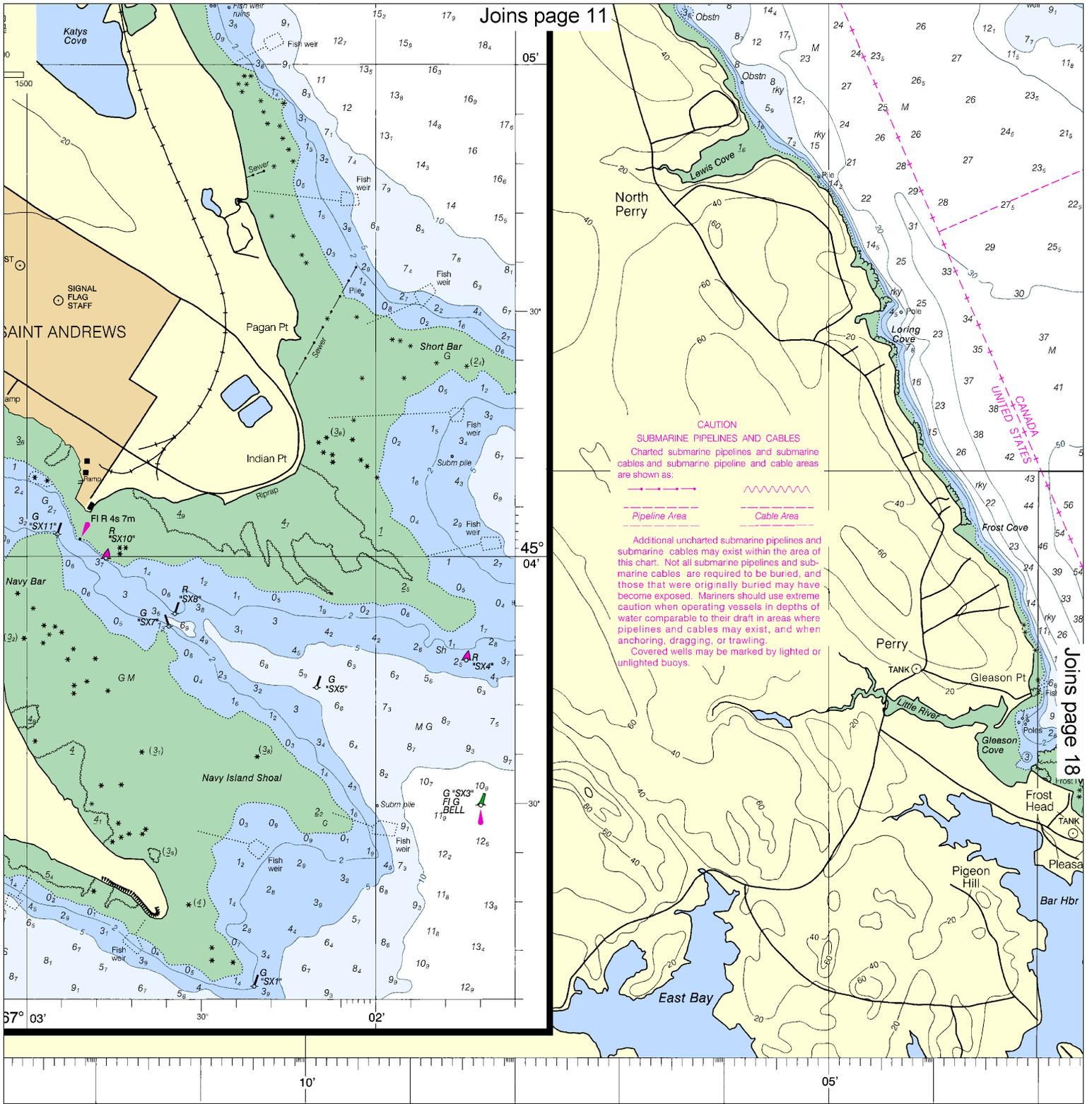
See Note on page 5.





Joins page 21

DIAN CHART 4011



CANADA
UNIMED STATES

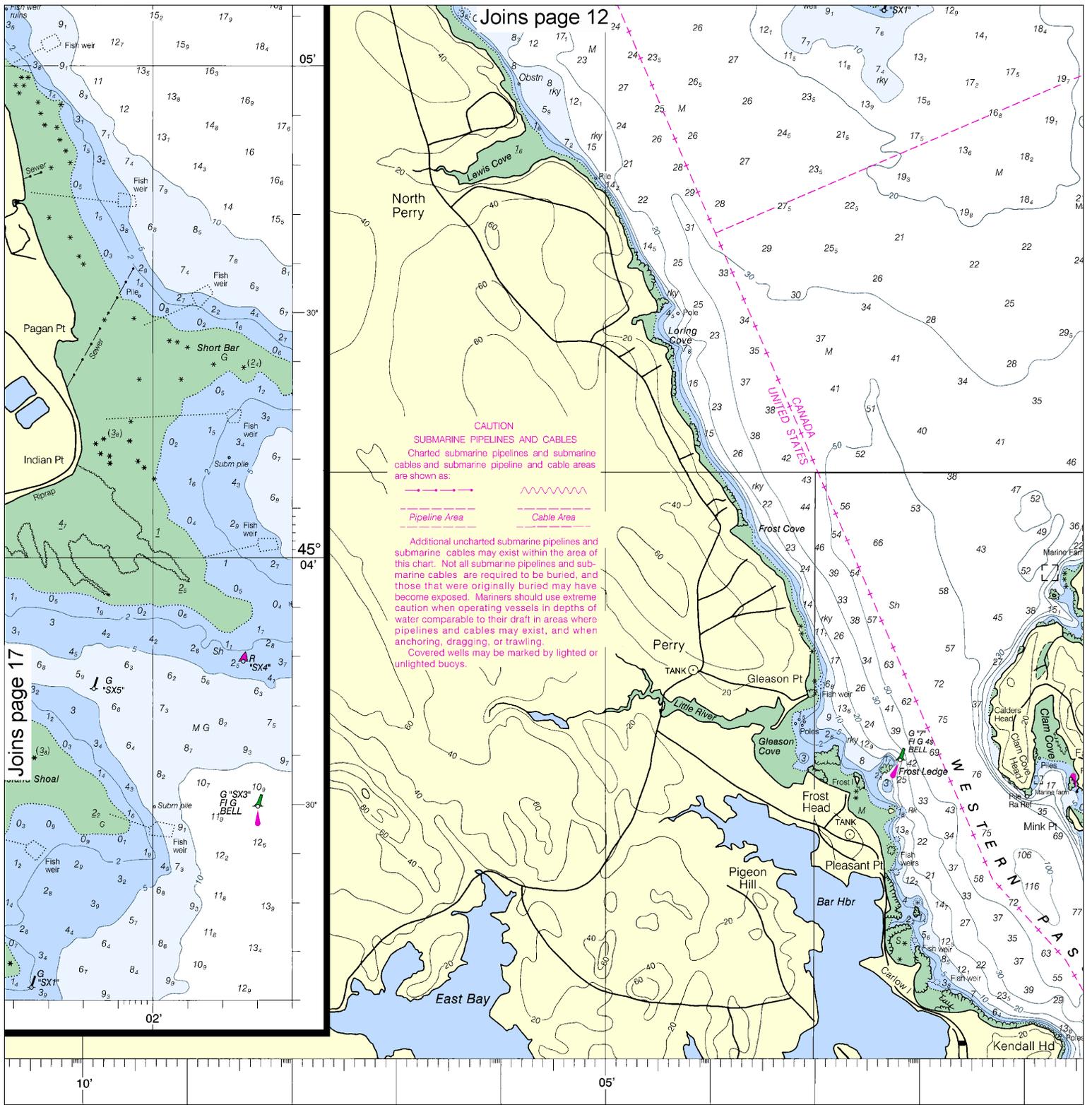
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

for navigation. The National
 additions, or comments for
 (N/CS2), National Ocean

DEPTHS IN METERS



DEPTHS IN METERS

Published at Washington,
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

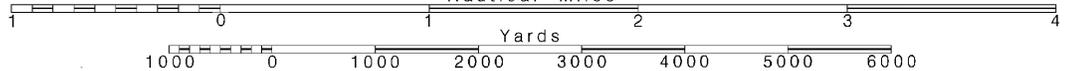
18

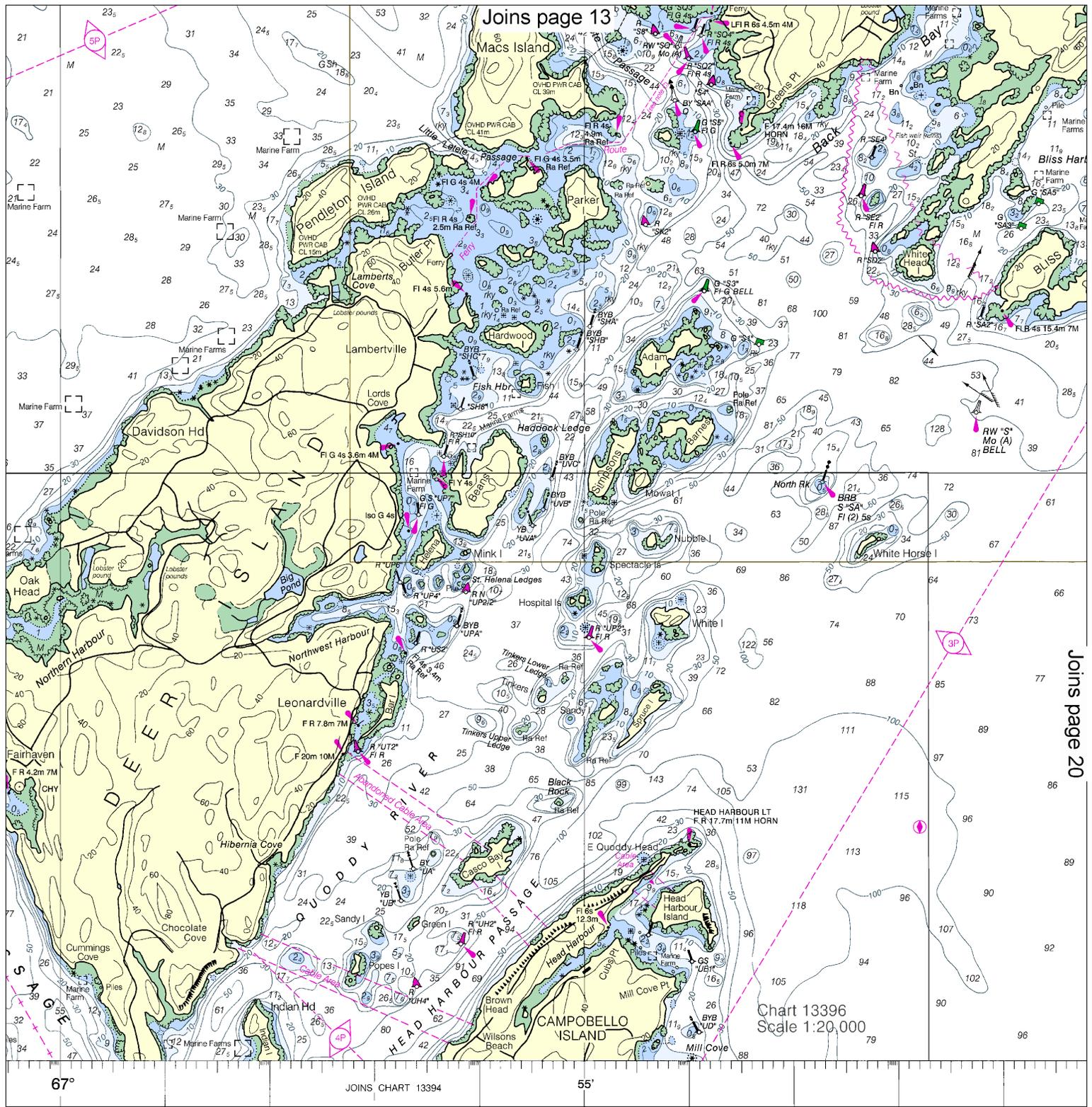
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
 Nautical Miles

See Note on page 5.

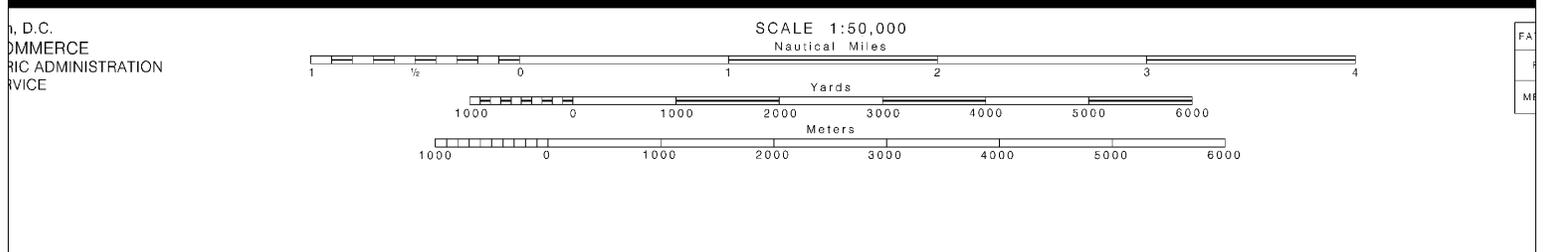


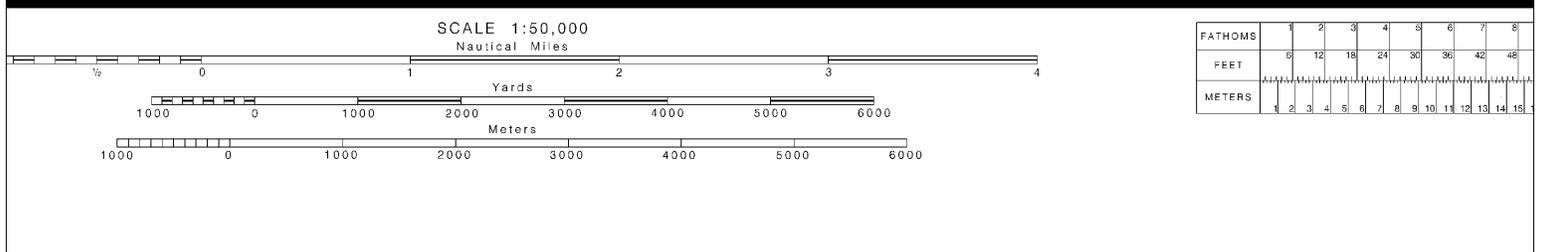
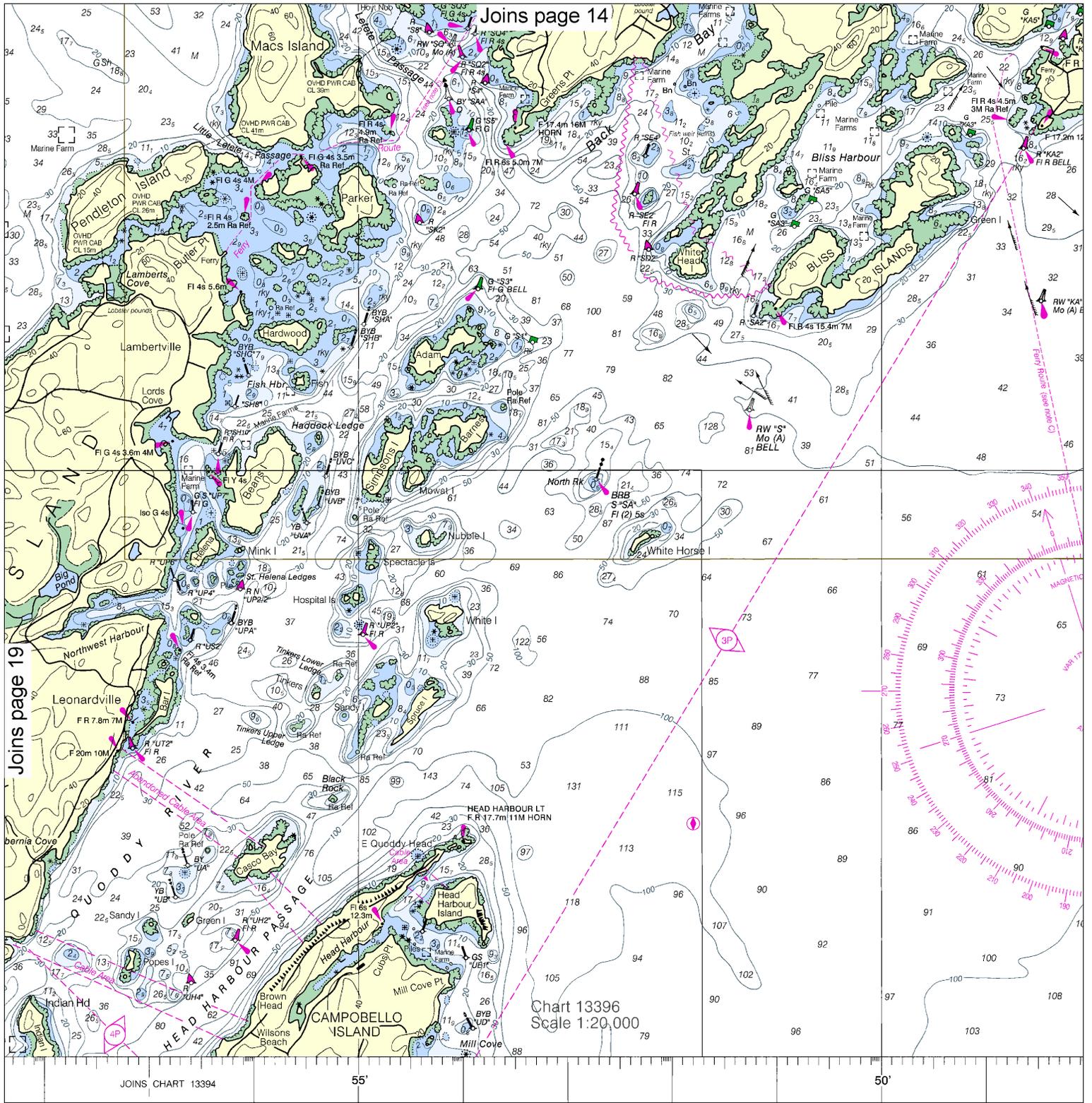


Joins page 13

Joins page 20

Chart 13396
Scale 1:20,000





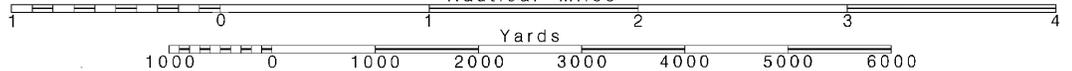
20

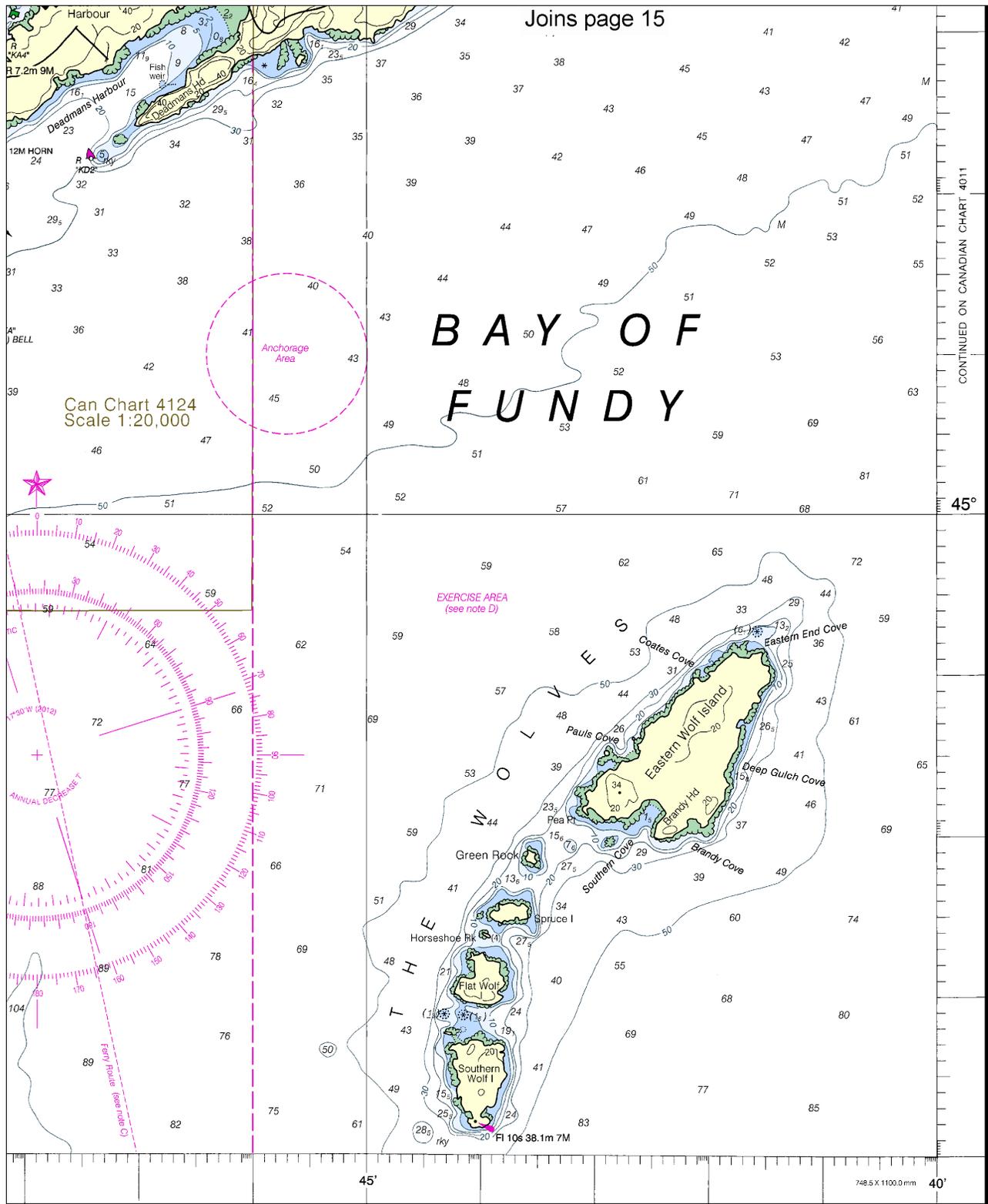
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





Joins page 15

CONTINUED ON CANADIAN CHART 4011

BAY OF FUNDY

Can Chart 4124
Scale 1:20,000

Anchorage Area

EXERCISE AREA
(see note D)

45°

45'

748.5 X 1100.0 mm

40'

Passamaquoddy Bay and St. Croix River
DEPTHS IN METERS - SCALE 1:50,000

13398

9	10	11	12	13	14	15	16	17
54	60	66	72	78	84	90	96	102
16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31		



ED. NO. 4



NSN 7642014007816
NGA REFERENCE NO. 13ACO13398



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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